

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		22/11/2007	
		N/A / attached		<b>Consultation Expiry Date:</b>		13/11/2007	
<b>Officer</b>				<b>Application Number(s)</b>			
Joanna Ecclestone				2007/4947/L			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Mornington Crescent Underground Station Millbrook Place London NW1 2JA				Refer to decision notice			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Details of specifications and finishes pursuant to conditions 2 (a-c) of the listed building consent dated 07/08/06 (2006/2704/L) for internal and external refurbishment and alterations.							
<b>Recommendation(s):</b>		Approve details					
<b>Application Type:</b>		Approval of Details (Listed Building)					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
<b>Summary of consultation responses:</b>		English Heritage approved discharge of the condition					
<b>CAAC/Local groups* comments:</b> *Please Specify		N/a					

## Site Description

Mornington Crescent Underground station is a [Leslie Green station](#) dating to 1907 and listed at grade II. It has [Maroon glazed faience tiles](#) externally, and green and white tiles to the recently refurbished ticket hall. It is of 2 storeys, with 2 bays to Hampstead Road and 1 bay left return.

## Relevant History

2006/2704/L – LBC part granted for internal and external refurbishment and alterations

## Relevant policies

B6 (Listed Buildings)

## Assessment

Condition 2 required

- a) detailed specification and method statement for the cleaning of historic tiles surfaces, internal and external
- b) detailed specification and method statement for repairs and replacement of damaged historic tiles, including piecing in and small repairs, both internal and external
- c) detailed specification and method statement for the re-grouting of historic tiles, both internal and external.

The application was submitted after the works were completed on site.

The information submitted for parts a) and c) detailed processes that are considered acceptable and appropriate at to the listed fabric. The finished works were inspected on site and considered acceptable.

The details submitted for part b) with regards to repairs was considered inadequate, and on inspection on site the methods used on the exterior faience tiles were not considered acceptable. (The works carried out internally were considered acceptable). small and medium sized damaged areas to the sides of pilasters on the elevation facing Camden High Street had been patched with polyester resin and colloidal silica filler of one colour tone, but because of the variation of tone between the tiles the patching was not always a good colour match. The filler was coated with an acrylic spray varnish, and the overspill had been sanded down, which had scratched the surface of the surrounding tiles, leaving a pinkish halo effect.

A remedial coating of acrylic spray varnish was subsequently applied and left to dry, which toned down the scratch marks effectively. The written description of works was also expanded slightly.

English Heritage were initially reluctant to discharge the condition, stating that areas this large should not have been patched, but been subject to wholesale tile replacement, as was done internally. However, following the remedial works they were content to discharge the condition, but agreed that an informative be attached stating our reservations with this approach being used in the future.

I consider that because of the relatively discrete locations of these areas of patching to the sides of the pilasters, the current works are acceptable as a temporary solution, and the condition be

discharged but advise that at the next repair and refurbishment programme external tile replacement is likely to be necessary more widely, due to the high level of damage and weathering on this elevation.

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